

An aerial night view of a city, likely Chicago, with a network of glowing white lines representing travel paths or transit routes. The city is illuminated against a dark blue background, with a large body of water visible in the upper right. The text is overlaid on the lower left portion of the image.

Overview of Travel Behavior Snapshot

CMAP TRANSPORTATION COMMITTEE
MARCH 4, 2016

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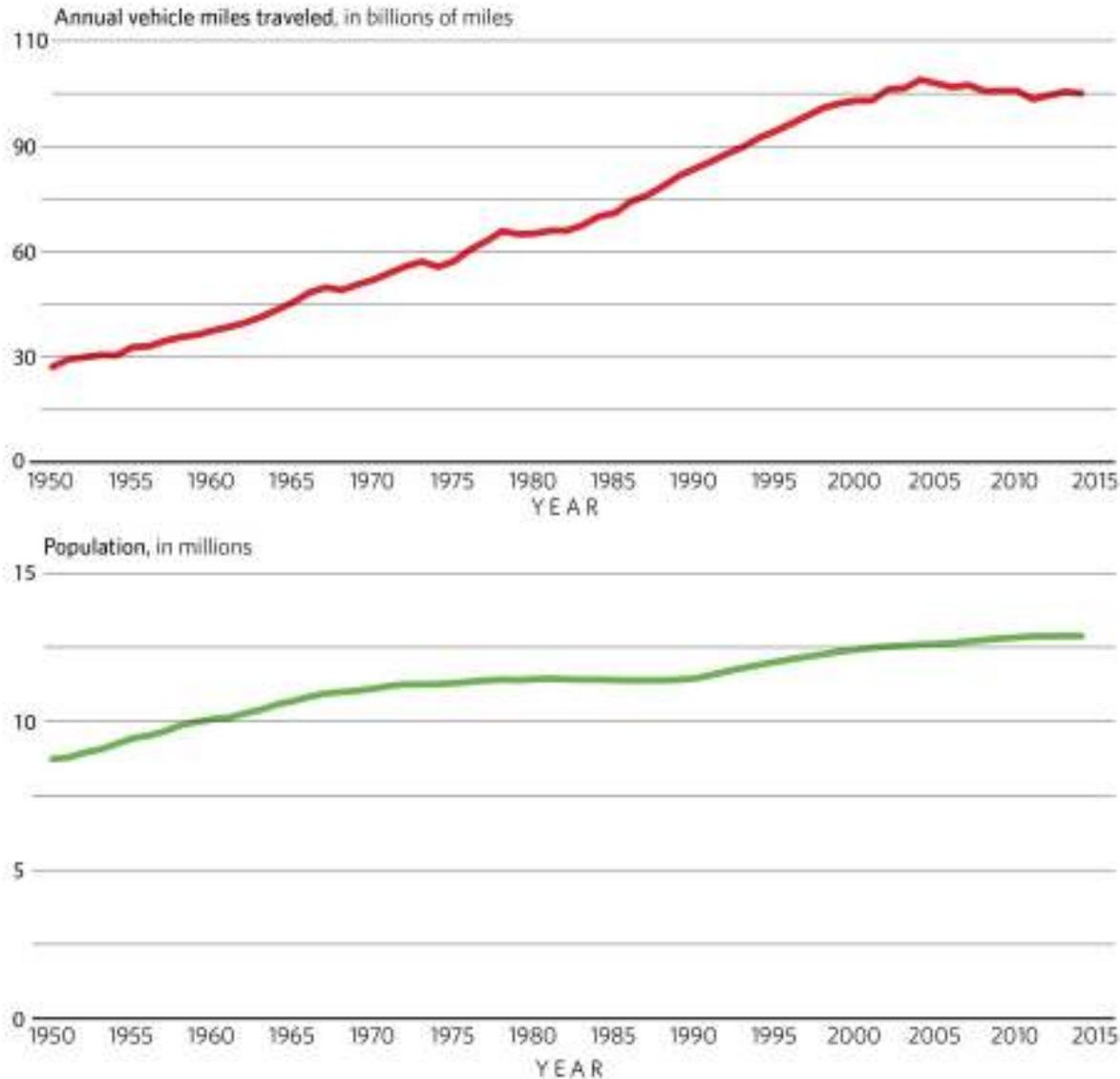
Overview

- For ON TO 2050, CMAP is developing series of snapshot reports
- Snapshots communicate existing conditions and trends
- Three transportation-focused snapshots expected over 2016:
 - Travel behavior trends
 - Highway performance
 - Transit performance
- This presentation discusses major findings of travel behavior trends snapshot

Decades-long trends in VMT have stalled

Trends in VMT and population in Illinois, 1950-2014

Source: U.S. Census Bureau, and Illinois Department of Transportation (Illinois Travel Statistics).

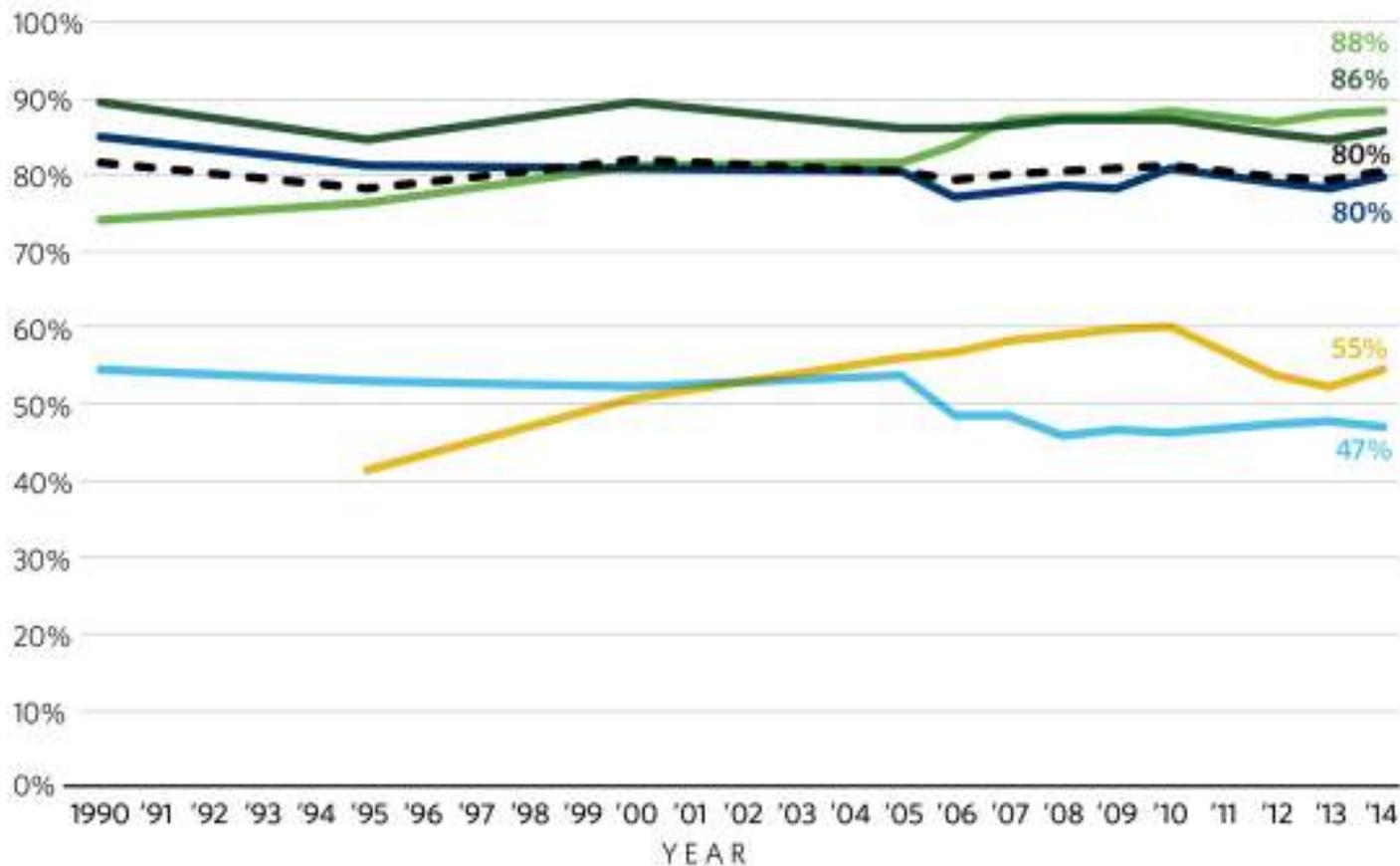


Driver ages do not fully explain VMT trends

Percent of population in age groups with driver's licenses, 1990-2014

Source: U.S. Federal Highway Administration Highway Statistics and U.S. Census Bureau annual population estimates.

- ALL AGES
- 15-19 YEARS
- 20-29 YEARS
- 30-64 YEARS
- 65-79 YEARS
- 80+ YEARS

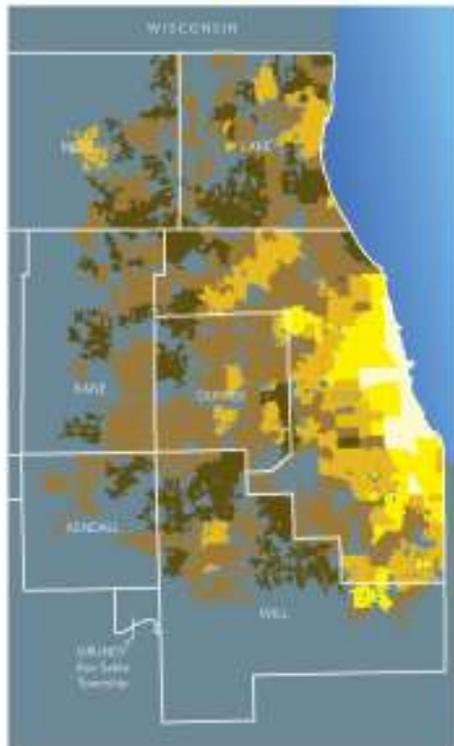


Vehicle ownership and use vary

Vehicle ownership and use in the CMAP region, 2011-13

AVERAGE VEHICLES PER HOUSEHOLD

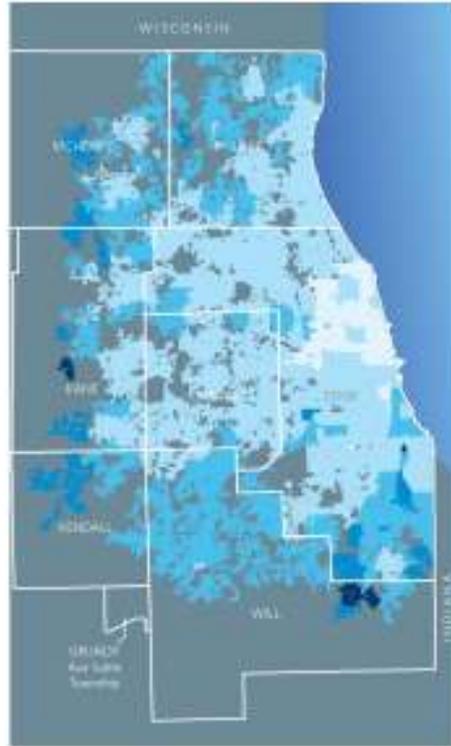
< 1	1.75 TO 2
1 TO 1.5	2 <
1.5 TO 1.75	



Source: Chicago Metropolitan Agency for Planning analysis of American Community Survey estimates for 2009-2013; odometer readings from the Illinois Environmental Protection Agency, 2011-2013.

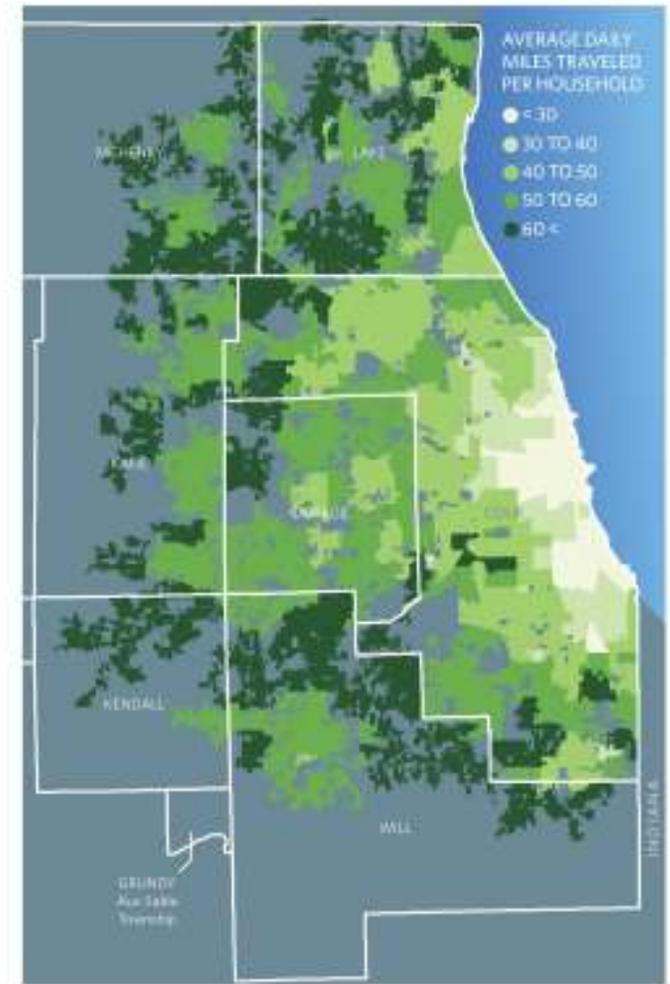
AVERAGE DAILY MILES TRAVELED PER VEHICLE

< 25	35 TO 40
25 TO 30	40 <
30 TO 35	



X

=

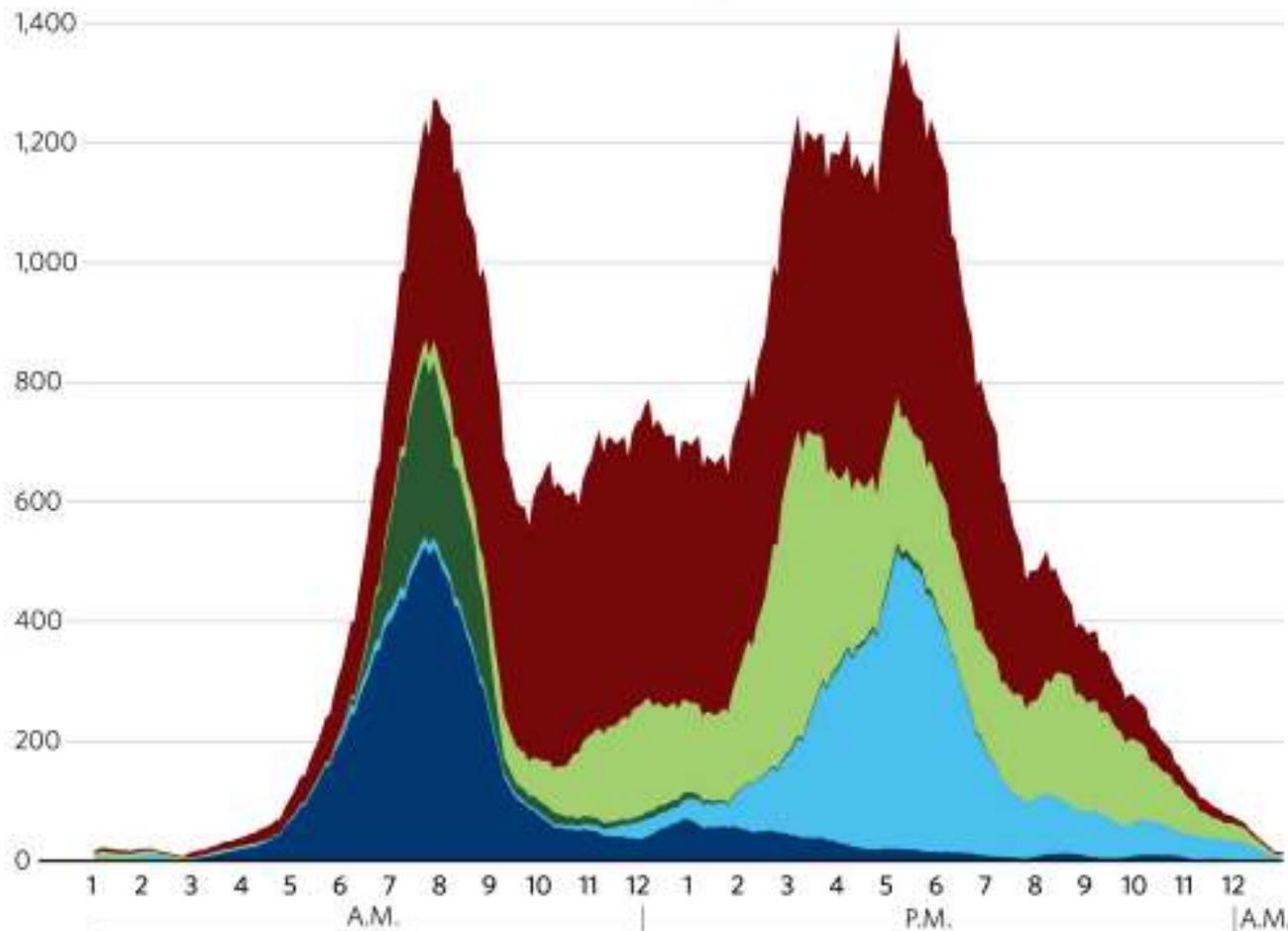


Commute trips influence the system's overall capacity needs

Trips in motion by time of day in the Chicago region, 2008, scale in thousands

Source: Chicago Metropolitan Agency for Planning analysis of Travel Tracker Survey.

- OTHER TRIP PURPOSE
- RETURN HOME FROM NON-WORK LOCATION
- TRAVEL TO CLASS
- RETURN HOME FROM WORK
- TRAVEL TO WORK

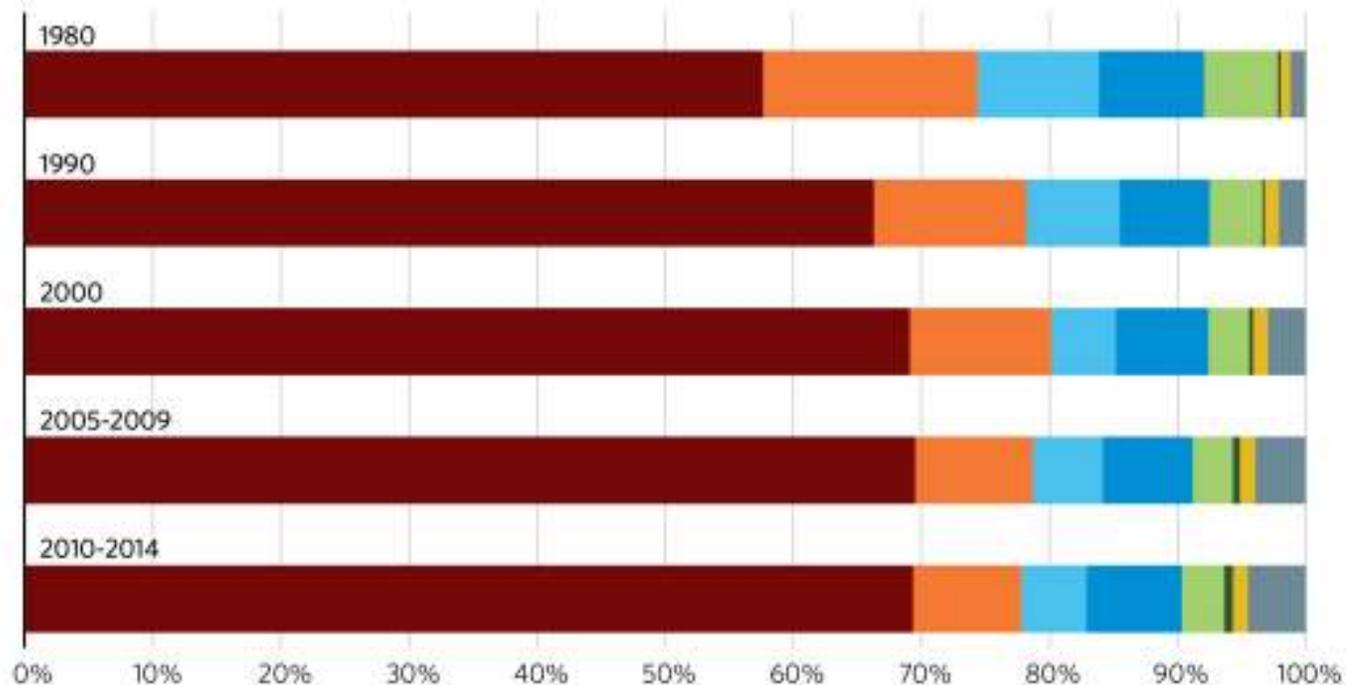


Auto commute mode share trend parallels VMT

Commute mode share in the CMAP region 1980, 1990, 2000, 2005-2009, and 2010-2014

Note: The CMAP region includes the Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will Counties.

Source: Chicago Metropolitan Agency for Planning analysis of U.S. Decennial Census data, 1980-2000 and American Community Survey estimates for 2005-2009 and 2010-2014.



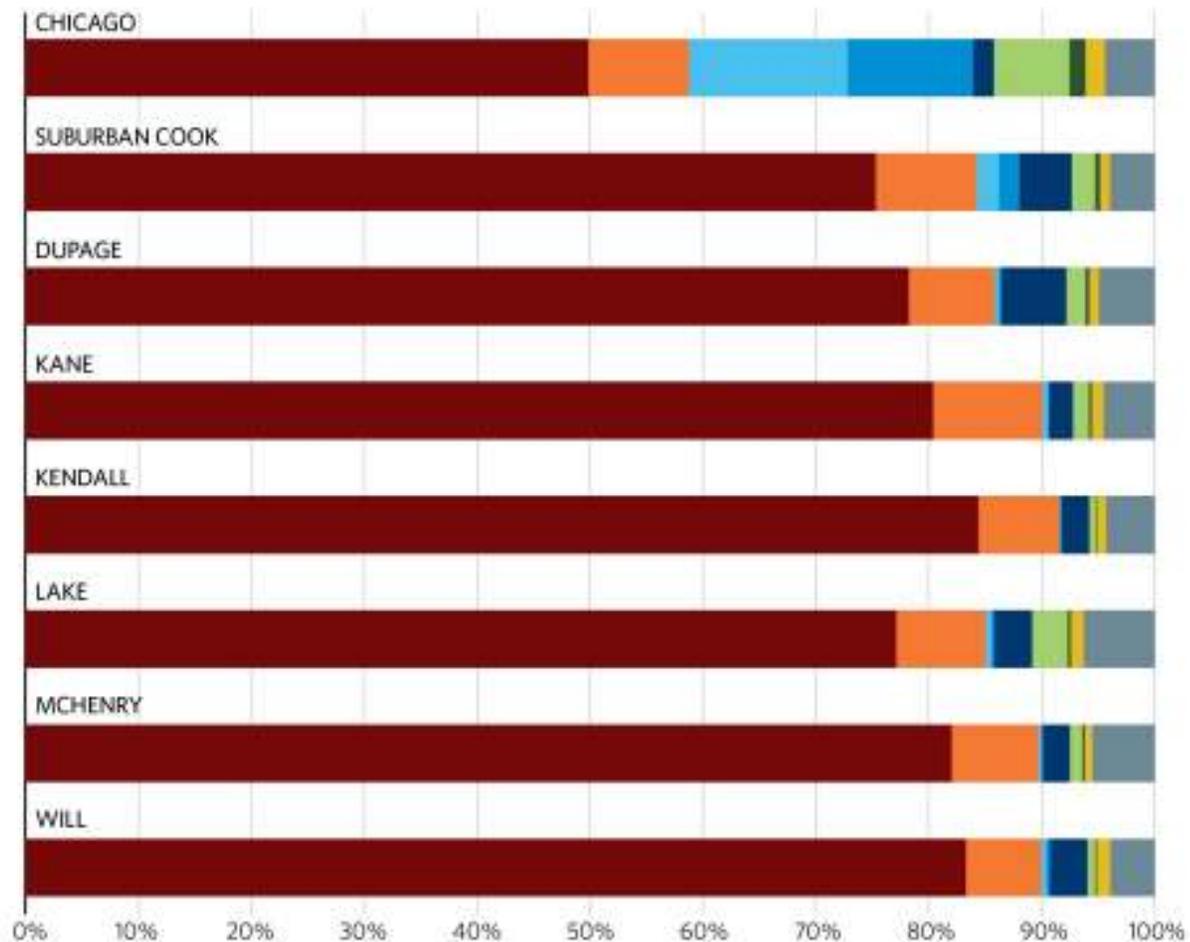
Commute mode share varies across the region

Commute mode share by county, 2010-2014

Note: The CMAP region includes the Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will Counties.

Source: Chicago Metropolitan Agency for Planning analysis of American Community Survey estimates for 2010-2014.

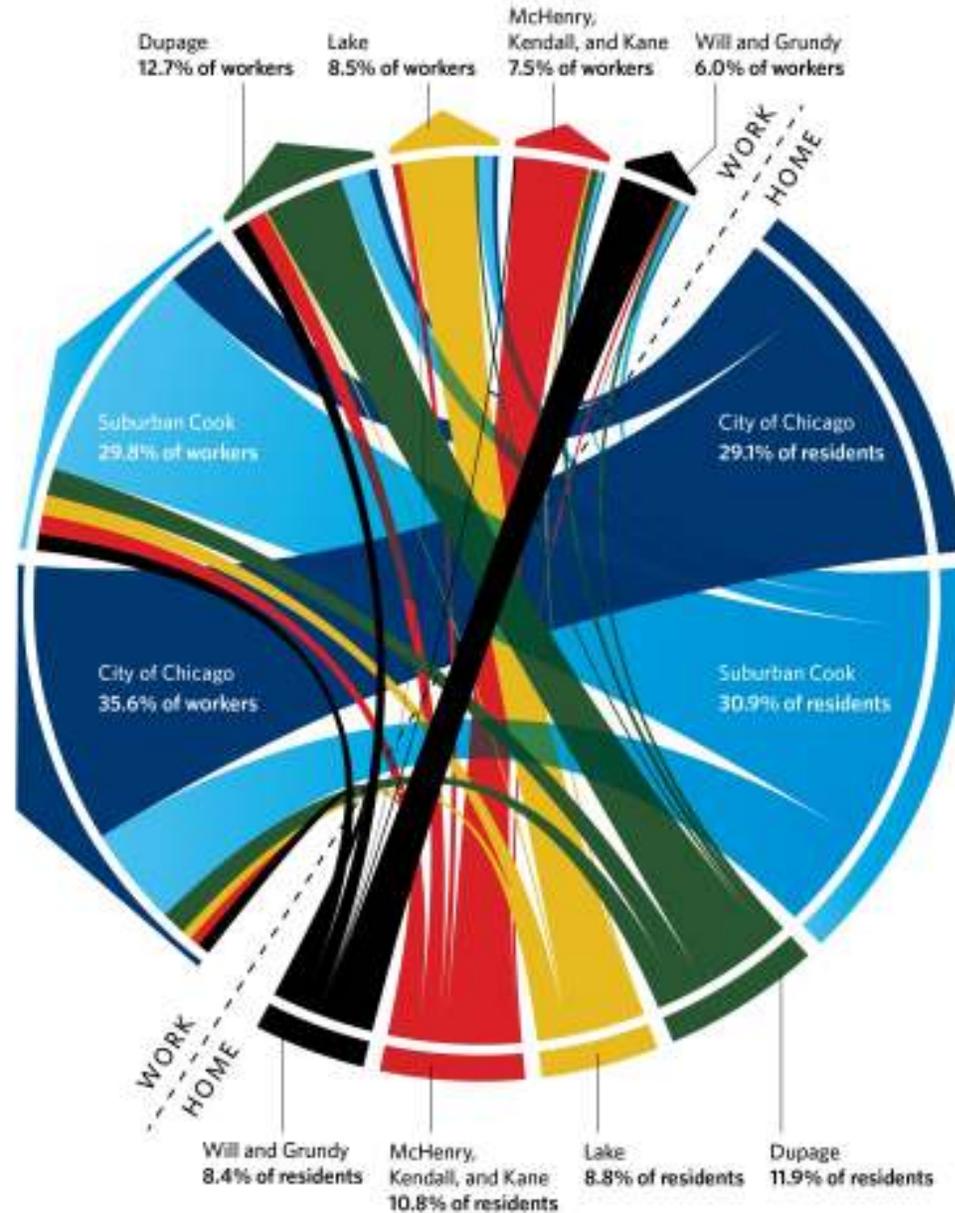
- DRIVE ALONE
- CARPOOL
- BUS
- SUBWAY OR ELEVATED
- COMMUTER RAIL
- WALK
- BICYCLE
- TAXI, MOTORCYCLE, OR OTHER MEANS
- WORK AT HOME



Intra-county commutes are common

Commute origin and destination by county

Chicago Metropolitan Agency for Planning analysis of Travel Tracker Survey



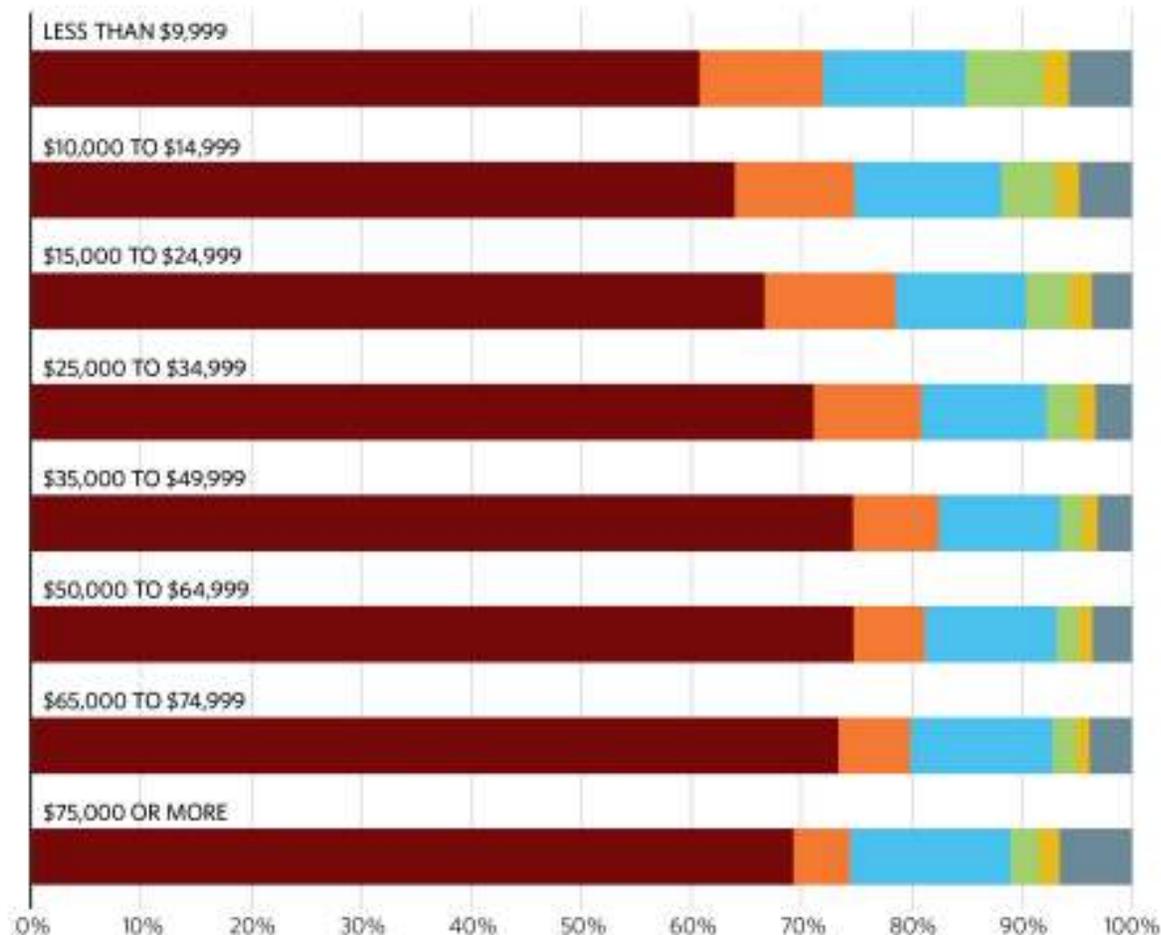
SOV commuting least common among low and high earners

Mode share by worker earnings, CMAP region, 2010-2014

Note: The CMAP region includes the Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will Counties.

Source: Chicago Metropolitan Agency for Planning analysis of American Community Survey estimates for 2010-2014.

- DRIVE ALONE
- CARPOOL
- PUBLIC TRANSPORTATION
- WALK
- TAXI, MOTORCYCLE, OR OTHER MEANS
- WORK AT HOME



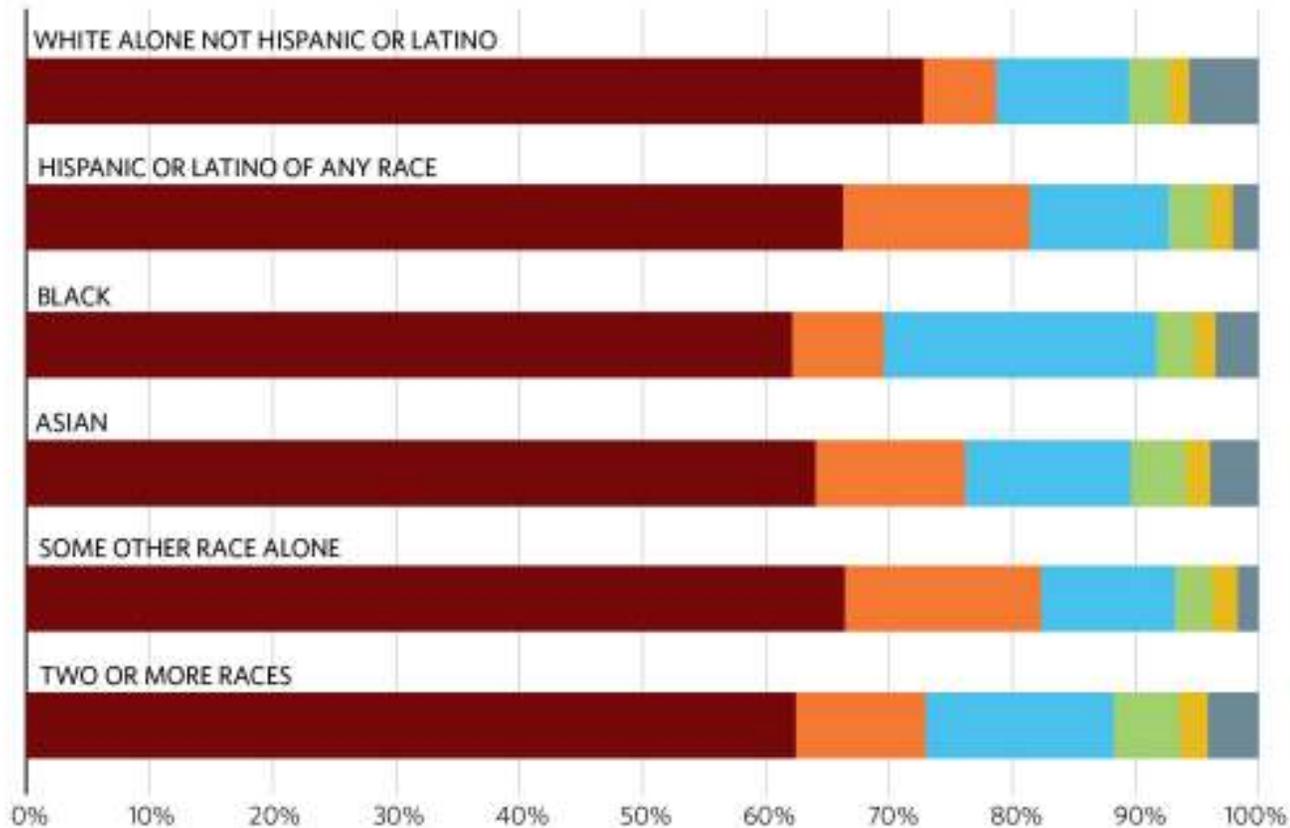
Racial and ethnic differences in mode share exist

Commute mode share by race, 2010-2014

Note: the U.S. Census Bureau gathers data on hispanic origin separately from data on race. Thus, there is some overlap between hispanic or latino of any race and the Black, Asian, some other race, and two or more race categories.

Source: Chicago Metropolitan Agency for Planning analysis of American Community Survey estimates for 2010-2014.

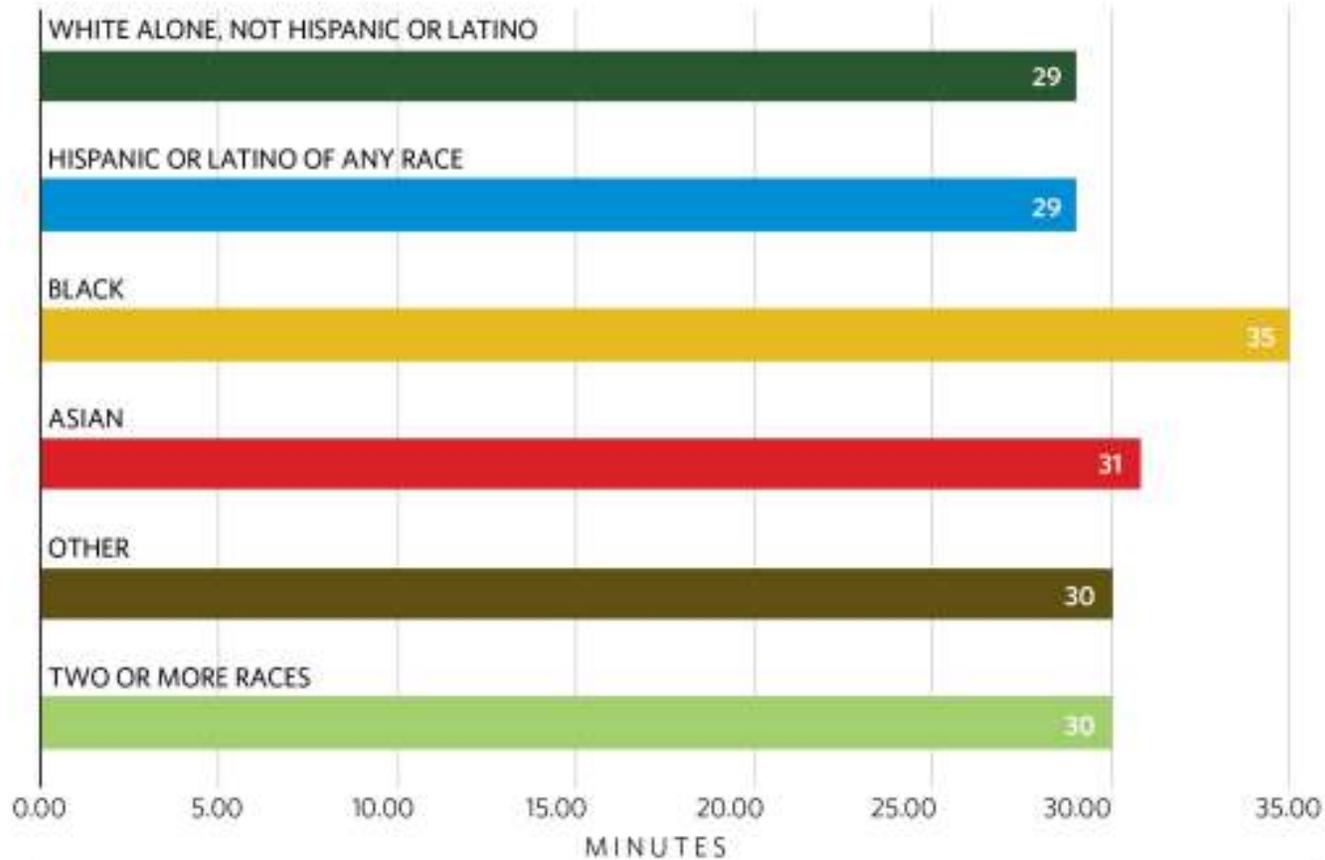
- DRIVE ALONE
- CARPOOL
- PUBLIC TRANSPORTATION
- WALK
- TAXI, MOTORCYCLE, OR OTHER MEANS
- WORK AT HOME



Commute time differences have equity implications

Average one way commute time by race in the Chicago region, 2009-2013

Source: Chicago Metropolitan Agency for Planning analysis of American Community Survey 5-year Public Use Microdata Sample, 2009-2013.





Questions?

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